The Great S uthern and Western Commer ial Convention.

REPORT OF THE GEN RAL BUSINESS COMMITTEE.

Speechs of Ex-Cove nor Jones, of Tenn.; Mr. Pike, of Alabama, and Licut, Maury.

RESOLUTIONS --- PROCEEDINGS,

&c., &c., &c.

Third Day.

FROM CUE SPECIAL REPORTER. CHARLESTON, April 12, 1854.

The convention assembled at n ne o'clock this morning, and was called to order by the President. Prayer was aid by Rev. Mr. Burnap, a ter which Lieut. Maury pre-ented the following report, as Chairman of the General

urope.

6. Upon the improvement of harbors and navigable rivers.
Resolved. That in the judgment of this convention, the
toption of the above-named measures would tend mightily
promote the general welfare. The interests of the counyrequire them, and even-handed justice should mete them
to

the delegates who might desire copies, the reception of the resolution was declared in order. The States were then called alphabetically, when the following resolutions

Resolved, That our committee recommend to Congress the reduction, or if deemed expedient, the entire repeal of the tonnage duties.

By Col. Hate, of South Carolina-

By Col. Hark, of South Carolina—

Whereas, The government of Great Britain had lately maniforted its devotion to the principles of free trade, by permitting foreigners to pasticipate in the bonelits of her consting trade, on precisely—the same terms as those which applied to the people of that country; and whereas the convention was of opinion that this liberal policy ought to be recition was of opinion that this liberal policy ought to be recition was of opinion that this liberal policy ought to be recitive to the convention of the world, but would also result in great p—many benefit to the different States of this Union, therefore,

Resolved, That the President of the convention be requested to appoint "committees to be selected from the delegations of the several States respectively in this convention, whose duty it shall be to memorialize the Legislatures of the said States respectively, submitting this subject to their consideration and advice, and that they recommend to the federal government to respond to this fiberal policy of the British government, by opening our coasting trade to the onterprise of foreigners.

After the foregoing resolutions had been disposed of by a reference to the Business Committee, General Leslie

Arter the receiving teachers are the dependent of the Coomba, of Kentucky, made a speech in support of the following, which he presented vesterday:—

Resolved, 1st That it is vitally important to the presperity and progress of the United States, to have one or more railroads connecting the States on the Atlantic and Pacific occaus.

perity and progress of the United States, to have one or more rafficode connecting the States on the Atlantic and Pacific oceans.

24. That the Southern route ought to commone at suitable points on the Mississippi river, between St. Louis and New Orleans—thus connecting itself with the various similar improvements, made and contemplated in the Atlantic States, and connecting at some point in Texas, on or near the thirty second parallel of north latitude—thence to the Rio Grands on the western hearder of Texas, by the route designated by that State, in her law enacted last session, chartering the Mississippi. El Passo and Pacific Kaifrond.

3d. That M. upon examination, it is ascertained that the best route for a railroad from the western boundary of Texas to the ports of San Francisco and San Diego on the Pacific is not now included within the limits of the United States, then that the President of the United States be respectfully requested to negotiate with the government of Nacio for the right of way, and as much territory as may be necessary for the safe and free management and use of said railroad.

Mr. Pire, of Alabama, spoke in support of a long series of resolutions which he presented to the Business Committee. The following is an abstract of the resolutions:—

mittee. The following is an abstract of the resolutions:—

Resolved, That it is idle to expect of Congress substantial aid to a railroad to the Pacific south of the free States. That proof of the feasibility of a Southern route will array the Neigh scainst it. That to await the action of Congress to to cordinate the superprintion of a Southern route will array the Neigh scainst it. That to await the action of Congress to to cordinate the Appropriation of our common lends to the construction of a road for the aggrandisement of the North. That this is evident by the discout of Newthern Senators to the Gadsden treaty—by their determination to prevent the extension of slavery, and to oppose intersecencies Southern communications. That we cannot humble ourselves by the sing assistance from the North. That to avoid this, the serval slave States combine with railroad companies and for run by the El Paco to some point on the Pacific—neadisting for the right of way with a Microjian government. That Virginis he advised to incorporate a Southern Pacific Railroad Company, with sufficient capital—commencing at two points on the Mississippi, of which the several States, companies and individuals, and if necessary, the intervening tribes of Indians, shall be corporators. That the States be invited to take two millions of stock each, and to conference in the several States, and the General Councils of the Indian tribes, and request them to take such steps as may be necessary. This corporation to have the power to negotiate with Mexico for the right of way, and to enter into all stipplations necessary to protect the citizens and government of Mexico, and to purchase from Indian tribes the right of way, and the prohibition of rival enterprises. That we are able to build the road, and ought to build it now.

Recolved, That it is carnestly recommended to the different cities on the Southeast Atlantic and on the Guif of Mexico to obtain charters of incorporation for the establishment of mexico to obtain charters of incorporation fo

In support of the foregoing, Mr. Pike spoke in substance as follows —
I can say without the alightest affectation that is with great embarrassment. I undertake to address this convention; and, as if to add to that embarrassment, two gentlemen have alluded to me in terms so much above my deserts, that if this convention festimate me by what they have said it will be greatly disappointed. Mr. President, after what was said yesterday by the gentleman from Misaissippi (Mr. Marshall), I think we ought all to define our position. He gave us his definition of a practical and a visionary; the practical man, he said, was he who looked after this own interests, and the visionary, the man who looked after the interests of posterity. Now, sir, according to this I think I must be called a visionary man, for, in the language of the Scriptures, I from dreams and see visions—risions of bright angels

hovering between me and heaven. (Here the speaker directed his looks to the laddee in the boxes, who it is but fair to presume were the angels referred to.) I had the honor yesterday to submit a series of resolutions, to which it is my purpose to speak. Wherever the Pacific railroad goes the political and material power of the country goes also, and the North has found that out; but they act in a politic manner. They are not going to come down to the South and say you mere shall have the read constructed over your route. That is not their policy; they are as silent as possible, and as politic as possible, and you will never know you are cheated out of your rights till you cannot help it. We must not rely upon government to assist us in the accomplishment of this work; we must put our own shoulder to the wheel. Congress has been urged enough already, and it is now time for the South to set up for herself. The true way for us to settle all our difficulties is for the South to become independent of the North, not by tearing our flag in two and breaking up this glorious Union. (Applause.) We ought to be independent of the North in the Union and not out of it. (Renewed applause.) If you want a Southern road, build it yourselves; you might as well and better build it than have Congress do it for you, for if Congress constructs one for you, it will construct two for the North. Are you able to build it? If not let us go home at once and say no more about it till we are able. I for one am ashamed to ask the government of the United States to build our road with Northern mosey, and I therefore propose that the Southern States combine themselves together in a local union for the purpose of constructing it with their own funds or funds raised upon their credit. I do not believe in giving the control of such a powerful monopoly into the hands of the general government. I would rather see a hundred United States Banks established than such a monopoly, if placed in the control of that body. It would give to it a power and an

Ex-Governor Jones spoke to the following, which he also presented yesterday:—

Resolved. That in the epinion of this convention, the construction of a railread connecting the Atlantic with the Pacific ocean is a measure of the greatest national importance. Regarding it as a measure eminently national in its character, and beyond the ability of the States or individuals to construct, its, in the deliberate opinion of this convention, the duty of the federal government to promote this great national enterprise by all the measures within its powers not inconsistent with the constitution of the United States.

Resolved further. That from the most reliable information now before the convention, it is believed that the country known as the MesillatValley, claimed to be within the limits of the republic of Reales, affords the nearest and most practicable route for the construction of sais roud. In view, therefore, of the paramount importance of the construction of the United States that he came and in opticiations to be instituted between the two governments as may secure to the country the right to construct a road along the route indicated.

I don't feel, said the ex-Governor, that it is necessary for

Burgon the improvement of harlors and navigable rivers.

Output the improvement of harlors and navigable rivers, adoption of the above same dimeasures would tead mightly to promote the general welfare. The interests of the country dequire them, and even handed justice signal interests of the country dequire them, and even handed justice signal into them.

Whereas, The governments of Bolivis, Fern and Ecuador have made the navigation of their Amazonian waters feet all the world; and whereas, this action on the part of the roll of the country decreased in the country darms of the san, the navigation of which is as free to whereas of the san, the navigation of which is as free to the roll of the country darms of the san, the navigation of which is as free to the roll of the country darms of the san, the navigation of which is as free to the results of the country of arms of the san, the navigation of which is as free to the results which connect free waters with the main ocean are also tunded on the everlasting principles of right, and is sanctionably the law of nations and whereas, the attention which the country darks of the Amazon and the them.

Resolved, That Brazil the nation owning both banks of the Amazon and title most, has no right arbitrarily to about the world from the navigation of which is an extender upon the entitlement of the country of the ton I have submitted was worded with a good deal of care. It assumes in the first place that the construction of a railroad between the Atlantic and the Pacific is a matter of was importance, and as a national government. As to the importance of it I imagine no human being in all this and stolidy the intelligence of the nation, to blot out the whole record of the past, to attempt to assume that the construction of these facilities of communication are not important. Why have we assembled here? Why do I see here the man who lives on the banks of the noble Mississippit. Why do I see the man from the North, the South, the East and the West? How came you here? By that mighty, mysterious and almost superhuman agency—by the power of steam under the direction of the divinity that dwells in the heart of man, to apply those mighty powers of nature to his own purposes. The proposition is to extend this power, to connect the two oceans together by bands of iron, by hooks of steel, and actuated by movives of patriotism to establish, by these means, a new defence for our country. I am told that the construction of the read is not involving demed important to its interests, and yet they are, all of them, more local in their character, less direct portions of this vast continent. How is it that the immense commerce that must exist between the different portions of this vast continent. How is it that the immense commerce that must exist between the different portions of this vast continent. How is it that the immense commerce that must exist between the different portions of this confederacy can be faciliated? How are we even to command the trade of the East—first by opening up a communication that will give us direct access to that part of the world? How stand we now in our social relations with our brothers and sisters that live upon the shorts of the later first by opening up a communication that will give us direct access to that part of the world? How stand we now in our rights. They tell up that we have none of the singu

subject, Mr. President, and with that.! shall close these remarks. I am very well aware of the delicate attitude I occupy in discussing the proposition of securing the right of way through Mexico. Whether we are to get by treaty this line of railroad communication through Mexico is a matter I will not pretend to know anything about; but I will act upon the supposition that we may not attain it by the means we have employed, and hence I suggest that the President of the United States should be authorized to open negotiations for the right of way along the Meafila Valley. I believe this is the only prac-

ticable route that has ever come before us, and believing that, I think the Southern people have a right to ask the President to interpose, by all the constitutional power he has, in this matter, and to grant us the privilege of constructing a road along this route.

Loud calls being made for Lieut. Maury, at the conclusion of the foregoing remarks, that gentleman came forward and addressed the convention substantially as follows:

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Loud calls being made for Lieut. Mavay, at the conclusion of the foregoing remarks, that gentleman came forward and addressed the couvention substantially as follows.

Gentlemen—I am much obliged to you for the compliment, for I am sure that this mark of your partiality is only a compliment. I am very certain that you could not expect anything from me after the eloquent addresses you have just heard, and I feel that you have put me in an unfavorable contrast for myself. I have not the gift of speech, the powers of rhetoric to which you have listened with so much attention, and therefore if I attempt to say a few words, I shall say them in a plain way, as to plain men, and endeavor to make them as much to the point as possible. The gentleman from Teannessee, (Gov. Jones)—though I am very sure he did it in no spirit of unkindness—thought proper to take a fling at the navy, at the old Constitution and others, calling them seews. Be it so, gentlemen; but we, the officers, have mothing to do with the ships till the legislators of the country think proper to place them in a better condition. If they are seews, we will do the best with them that we can. With regard to the subject befoge us, I suppose that if the question could be put to the people of the United States whether we should have a railroad extending from the Atlantic to the Pacific, there would be but one unanimous response of "ape." But when we come to the place where, and the manner how, we have all sorts of diversities and varieties of opinion. We have had here presented to us gentlemen who profess to have made the subject a study, who have been dwelling on it for years, and as there is some tenderness of feeling with regard to it, I will not say how long (laughter). But is there any inconsistency in the plans presented to us here to-day? None, I am happy to say—and I only regret, that my friend from Franessee did not follow out his principless. I agree with him

America . Boston . Liverpool . Apl 29 Asia . New York . Liverpool . Apl 29 Asia . New York . Liverpool . Apl 29 Asia . New York . Liverpool . Apl 29 Asia . New York . Liverpool . Apl 29 Asia . New York . Liverpool . May 3 North Star . New York . Liverpool . May 3 North Star . New York . Liverpool . May 3 North Star . New York . Liverpool . May 5 Clinton . New York . Liverpool . May 6 Glasgow . New York . Liverpool . May 6 Glasgow . New York . Liverpool . May 6 Glasgow . New York . Clasgow . May 10 North . New York . Clasgow . May 10 North Star . New York . Clasgow . May 10 North Star . New York . Clasgow . May 10 North Star . New York . Clasgow . New York . Clasgow . May 10 North Star . New York . Clasgow . New Yo

We noticed in Sunday's Haralto the melancholy death of a young man named Wm. A. Pettigrew, sixteen years of age, who was killed by the blasting of a rock from a quarry situated in Forty-third street, near Second avenue. The deceased was assisting his stather, in front of their wheelwright shop, a distance of seven handred feet from the blast. Unfortunately, however, a piece of the rock thrown from the blast struck the young man, and instantly caused his death. Coroner fillion yesterday held an inquest on the body, and the following facts were elicited:—

John Burns, sworn, says:—I have worked for McCormick for the past four years, and I prepared the blast in question; it was a sand blast, with about four hundred pounds of powder in it! I used my best judgment in preparing this blast! I have prepared and set off blasts containing a greater amount of powder than this, in the same quarry; previous to setting off a blast! I always send nine or ten men around, erying "fire;" this was done in the above instance; I never used flags to give warning, but I am aware of the law requiring the use of fiags.

John G. Haviland, policeman of the Nineteenth ward, sworn, says:—I was near when the blast went off; I arm acquainted with blasting; there would be no use in covering a sand blast; drill blasts, when properly covered, are not so dangerous in their explosions as the sand blasts; a sand blast is made by what is termed drawing drill blasts," this is done by the several drill blasts, being loaded with just sufficient powder to split the rock; after this is accomplished the cracks are filled with powder, packed in with sand; such constitutes a sand blast; McCormick told me that either five or seven legs of powder were used in drawing this blast; he likewise said that the blast had been some time in preparation, and that he would not let every one fire it off, or words to that effect; I so understood him to say.

Wm. Erliff said he was foreman of the quarry, and touched off the blast in question; he was in the habit of sendin

Mormon Opinion of the Spirit Rappings.

Speaking of the spirit rappings, the Descret Newsgays:
The conclusion that we draw from all this is, not that it is all a humbug; no, far from it. But we do conclude that this communication of familiar spirits is designed to answer a purpose long since revealed by ancient prophets, and by the prophets Joseph and Brigham, viz.—
that men would not hearken to the true angels, apostles and prophets, would ere long "Give heed to seducing spirits and doctrines of devils," God has long since said that he would "send strong delusions." And what more fit messengers to carry delusions." And what more fit messengers to carry delusion than just such spirits as the mediums acknowledge to be their wonderful visiters and guests. Peradventure, these spirits do not all tell lies. If they did they would be too big fools to practice a successful delusion. But God has decreed that it shall be a strong delusion. Men have hitherto been so imbedded in scepticism, and so stinted and befooled by a formal monsensical round of unmeaning religious rites, that they have said in their hearts, "If there is an invisible God we don't know it; and if men have souls hereafter, there is nobody that can tell us much to prove the fact, nor can the tell what their employment and avocation, or enjoyment and misery is." The held of gridirons, scorpions, pitchforks, and center and unalloyed bias for good men, and murderers, sories that held have been as to the equitable distribution of final rewards and punishments.

Williamsburg City News.

Churcu Dencarrox.—Yesterday the Methodist Forse.

Williamsburg City News.
Church Dedication.—Yesterday the Methodist Episcopal Church at Maspeth was dedicated to Divine worship.
Rev. J. T. Pock delivered a discourse in the morning, and
Bev. J. B. Wakely in the afternoon.

Rev. J. B. Wakely in the afternoon.

ACQUITTED.—Capt. Denevan, of the First ward police, (suspended a few days since by the Mayor, to wait examination on charges of improper conduct and neglect of duty.) has been honorably discharged and reinstated in his fermer capacity.

SUNDAY SCHOOL ANNIVERSARY.—The ninth anniversary of the Sunday school connected with the Universalist Church in Fourth street, is to take place this (Monday) evening.

SARBOAT Urear.—Shortly after 2 o'clock yesterday afterneon, a small sloop containing eight young men, residing
in Christopher street, New York, was upset by a sudden
squall of wind, in the middle of the river opposite this
city. The men clung to the vessel until some shad fishcrmen went to their assistance and landed them at the
Cunard dock, from whence they subarnod to New York by
ferry. Wm. Pool was one of the party.

Personal Intelligence.

Mrs. Bowne, Boston; Madame de Sartiges and maid, Washington; Mr. Terite, Florida; John Elliot Thayer, John J. Morgan, Boston; Mr. and Mrs. Wright, Chicago; José Manuel Tirado, Perurian Minister, and family, Perujin; and Mrs. Fowle, Boston; J.S. Kendall, R. W. Kendall, England; Dr. Brainard and lady, Chicago, and William Yates, Albany, were among the arrivals at the Clarendon vesterday.

Yates, Albany, were among the arrivals at the Carendon yesterday.

Among the arrivals yesterday at the Cooper House, were Mr. James and lady, and Thomas H. Kenny, England; T. Tupper, Mr. Le Hiner and lady, and George S. Kenny, California.

Hon. J. C. Fairchild, Wisconsin; Hon. M. Hall, Texas; Hon. A. Bolkin, Wisconsin; J. C. Walsh, U. S. N.; D. C. Green, U. S. A.; John W. Tilford, Philadelphia; Jos. de Lucigeon, Mexico; Col. J. W. Armstrong, Kentucky; E. Haydt, Berlin; N. Rapilef, Hamburg; J. W. Van Syrekle, California, were among the arrivals yesterday at the Metropolitan Hotel.

ARRIVALS,

From Livarpool in the steam ship Arctic—Hon Humphrey

MUVIII	IME I	TELLIGE	AUE.
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Move	ments of	Deean Steame	ra.
Sarah Sands	Liverpool	PORPortland	Mar 28
Arctie	Liverpool	New York	Apl 5
Asia	Liverpool	New York	Apl 8
Andes	Liverpool	Boston	Apl 12
Nashville	Havre	New York	Apl 12
Europa	New York	Liverpool	Apl 19
		k San Juan	
		k Aspinwall	
		Bremen	
Cahawba	New Yor	k Hav. & Mol	ile Apl 25
		Liverpool	
Aretie	New York	Liverpool	Apl 29
		k Liverpool	
		Aspinwall	
		Havre	
Glasgow	New Yor	k Glasgow	May 10

Telegraphic Marine Report.

BOSTON, April 15—Arr ship John Murray, Buenes Ayres, Feb 18—left ship B Aymar, for New York 15 days; barks Roman, for do 3 days; Booza, from do, disg; Virginia, do do. Also arr barks Lotus Glasgow; Jane E Williams, Apalachicola; brig Thersita, Matanzas.

Herald Marine Correspondence.

PHILADELPHIA, April 16, 4 PM—Arr sohr M Burr, Nickerson, Boston.

15th—Cld barks Chas E Lex, Harper, Port au Prince; Oak, Ryder, Boston; brige Adele, Lewis, W Indies; Chicopee, Ryder, Boston; Samuel J Hines, Cox, do; Oscola, Higgins, Salem, Mass; sohrs Mary Pickup, Shoe, Savannah; Mustang, Sisson, Galvesten; Sarah Clark, Clark, Boston; Enterprise, Seaman, New Haven; Wm S Robbins, Cartwright, Sag Harbor.

Sid steamship City of Manchester, Liverpool.

Disasters.

Bark Cura, M'Cormack, hence for Apalachicola, was wrecked on Berry Islands 20th ult. This is probably one of the two ressels reported by the Vicksburg. Part of cargo saved. saved.

BARK F. H. CHAPIN, Buck, from Leghorn via Nassau, of and for Baltimore. in ballast, touched on the bar of N going out, about 20th ult, in the night and was run athore at North's Cove, the sea running high and making a breach over her.

over her.

A Bark, deeply laden, was seen by steamer City of Hartford, on Saturday morning, ashore on Long Island, to the westward of Brown's Banks. She lay broadside on with head to the West, and all sails handed; could see her lift as the sea rolled in, which was heavy at the time, with wind from NE.

From NE.

BRIG "THIRE BROTHERS," of New Haven, from some West India port, laden with molasses, went ashere on Friday night, on Long Island, about five miles North of River Head.

day night, on Long Island, about five miles North of River Head.

Schr Plorence, McCloud, from Newburyport, went ashere on the back side of Deer Island, on Saturday morning at 3 o'clock, in a thick snow storm. Capt and crew safe on the island. Vessel remains tight.

Whalemen.

Arr at New London 13th, ship India, Miller, North Pacific Ocean via Honolulu, with 600 bils oil.

Arr at Mystic 18th, bark Leander, Holmes, South Atlantic Ocean, St Helean Feb 21, with 70 bils spyrm 1400 do whale oil.

At Zanzibar Dec 30, bark Florence, Batton, of Warren, 800 sp 110 wh.

A letter from second officer of ship Jos Maxwell, of Fairhaven, reports her at Zanzibar, 15 mos out, 500 sp. Reports bark Hector, of Warren, 8 mos out, 300 sp.

Syokan, Jan 21, of Cape Horn, ship Braganza, Dovell, from Sandwich Islands, bound home, with 1800 bils oil.

Jan 6, 1at 41 50 S, lon 43 35, ship Betsy Williams, of Stonington.

Jan 17, lat 27 29 S, lon 40 15, a whaling bark was signalized ington.

Jan 17, lat 27 29 S, lon 40 15, a whaling bark was signalized showing a white signal with red border, and two black balls n the centre.

Specker.

n the centre.

Spokon.

Bark West Wind, hence for St Marks, let inst, of Hole in the Wall. the Wall.

Bark Zotoff, of Salem, from Buenos Ayres, 35 days out, March 14, 1st 1910 S, 1on 33 15—would have to put into Pernambuco for provisions.

Foreign Ports.

Answers—In port March 23, bark Edward Cohen, Clark, for Boutan Mr.

ANTWERF—In port March 23, bark Edward Cohen. Clark, for Bosten ldg.

Antwerp—In port (no date—by the Creole at Haltimore, 1970). PR—In port (no date—by the Creole at Haltimore, 1971). Practice of the Creole at Haltimore, 1971. Practice of the Creole at Haltimore, 1972. Practice of t

MACAO—In port Feb 9, bark Mermaid, Smith, for Shanghae.

MANILA—In port Feb 3, ship Sea Ranger, Lathrop, from
Melbourne, arr Jan 30, for N York Idg; Australia, Clough,
from Hobart Town, arr Feb 1, for NYork Idg. N York.

RIO GRAYDE—In port abt Maceh 1, barks Juntina, Black,
for River Plate; Ottawa, Brooks, from and for N York; brig
Alrasia, Penneld, do for do.
Singaroge—Passed Feb 15, ship Ravon, Crocker, from
San Francisco Des 25 for Fedang.
RIANGHAB—No Am vessel in port Feb 1
SOUTHAMPTON—In port March 29, bark Kanawha, Marshall, for Cadin abt 8th inst.

Wyngry, NSW—Arr prev to Jan 10, ships Cobota, Gerry,
from Boston Sept 15, and to sail Feb 5 for Calcutta; 21st

[PER STEAMSHIP AROTIO.]
ARERDERN ART MARCO M. Hawk, Bateman, Charleston;
28th, St George, Dunningham, do.
ARDROSSAR—SIG April 2, Fame, Trenny, Boston;
ARDROSSAR—SIG April 2, W. H. Wharton, Gates, Galveston; E Dennison, Tucker, Apalachicols; Sea Lark, Woodbarn, and Wendols, Brandt, N. York.
Sid 30th Fanny, Horney, N. York (see below); 3lst, Currituck, Foster, do; April 3, Laurens, Lagan, N. Orleans; Express, N. York.

Sid Soin Poster, do; April 3, Laurens, Lagan, Notices, tuck, Foster, do; April 3, Laurens, Lagan, Notices, press, NYork.
Sid from Flushing Roads April 2, Vulture, Corinthian, Ortellus, Stanislats, Catherine Duckwitz, J W White, Anna Elize, and W A Cooper, for NYork.
BRISTOL—Arr at the Pill April 2, Belmont, Dalton, Bristol, to load in Kingroad for Boston, bld March Sist, Josephine, Bornholm, New York; April 1, Sir Hy Pottinger, Stable 40.

Orleans.

Bornhaux.—In port March 23, Delia Chapin, Howard, for Nyork, ldg.

Carnbury.—Sid March 25, J H Jarvis, Rich, NOrleans; Ric Grande, Percy, Havana.

Carnary.—Arr in the Straits 30th, Royal William, Hughee, from Bangor (and sid April 3 for Boston).

Cuminaven.—Arr March 31, Oregon, Porter, Savannsh.

Caura-Sid March 18, Lincoln, Polleys, Gibraltar. (See Gibraltar.)

DEAL.—Arr March 31, Harriet Irvin, Spavin, London (and proceeded for Newport); April 1, Denmark, Christiannen, Newcastle (and proceeded for Nyork); 4th, Jennett, Mir, Shanghae for London. Passed by 2d, Vulture, Snow, from Antwerp for Nyork. Off (no date), Anna, Raschen, from Baltimore for Bremen.

DOWER.—Passed April 3, Stanislava, Gomboer, from Antwerp for Nyork, and landed pliot.

Falmouth.—Arr March 31, Cito, Williams, Philadelphia for Newcastle.

Antwerp for Nork. Off (no date), Anna, Raschen, from Baltimore for Bremen.

Dovers—Passed April 3. Stanislaws, Gombeer, from Antwerp for Nyerk, and ianded pilot.

To Necestia.

General Art March 31, Cito, Williams, Philadelphia of Necestia.

General Art March 18, Lincoln, Polleys, Dundoe and Cadir, East Boston, Donne, Catania (and eld for Boston). 20th. President, Nowman, Liverpool (and eld for Civita Vecchia), Grampus Powers, Norloans (and eld for Trieste): 234, Turk, Small Palermo (and eld for Boston). 25th, Wildim, Parker, Boston (and eld for Malta).

General Art March 26, Chalham, Hardy, Boston; Gipsey, Presman, Norleans.

Glasgow—Arr March 26, Chalham, Hardy, Boston; Gipsey, Presman, Norleans.

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Glasgow—Arr March 27, Kate. Reid. Savannah; 30th. Adirondack, Taylor, Nyork, Sid Sist, Dirigo, Young, New York. In port, Geolistic, Grandelle, G

and Continent, Drammond, NYork; April I, Gen Washing, ton, Swift, and North America. Clarke, do; 3d, Isaae Webb, Furber; Isaae Wright, Abeel; Lucy Thompson, Pendleton, and Austin & Ellen, Burgess, do; Clars Wheeler, Nelson, NOrleans.

London-Enid inward, March 30, Pride of the Ocean. Reid, NYork; 31st, St. Patrick, Kenney, Fayal, with part of cargo of ship Challenge, from China; Vancouver, Lunt, Foo-chow-foo, April I, Matsga, Walford, Philadelphia; 3d, Black Warrior, Wilson, NYork; Coquimbo, Towne, and Woodcock, Lambert, do; Mary Green, Everett, Callao; Edallick, Savannah, Wilson, NYork; and Fayal; Euclid, Retallick, Savannah, Argonaut, Hale, Shanghae; Edward Marie, Eltjes, Baltimore, Cld out 31st, Southampton, Tinker, London (and sld 3d from Portsmouth); Isabolia, Austin, Cardiff to load for NYork; April 3, Virginia, Payer, Boston (entd March 18, Armstrong marter); 4th, Aort, Bettinson, Boaton, Buttout 3d, Esther, Harnett, Panama and San Francisco; Challenger, Brown, Sydney.

Londonder, Brown, Sydney.

Mapkella—Arr March 29, Sophia, Coscuza, NYork, Markella—Arr March 29, Sophia, Coscuza, NYork, State Emma Lincon, Bartistt, Norleans; Essinore, Whitmore, Nyork, Cld 27th, Cattinal (reported American), Baleich, Liverpool.

In port Medore, Massry, and Fairy Queen, Storey, for Norls.

Napless—Sid March 10, Crapaud, Carteret, NYork.

Chas Holmes, Bawhby, New Orleans: Osterwald, Jarvis, Mobile.

Newcastle—Cld March Jl, Juchsia. Patterson. Boston: Denmark, Christienson: British Queen, Weites; Sharon, Brooks, and lady Arbella, Grant, Nyork.

Nikuw Dire—In port March Jl, Valparaise, Kernkamp, for San Francisco, ready; Agnetha, Muggeborg, Charleston, do; Adrianus on Willem, Shreve, Nyork, do.

PALERMO—Arr March 24. Cubs. Evans, Boston. Sid 25th, Riga, Patrick, Nyork.

Pontranoutri—Off 31st, Challenge, Pilts, from London for Nyork. NYOrk.
PENZANCE—S18 April 1, Oregon, Chivers, NYOrk.
PORTLAND—Put in March 30, to stem the tide, Heart of
Oak, Deben, from Poole, and proceeded same day for NYOrk.
Off April 2, Johanna, Wachtendorff, from NYOrk for Aut-

OR APRIL 2, Johanna, Wachiendorff, from NYork for Autwerp.
PLYMOUTH—Arr March 3, Regatta, Taylor, NYork.
In the channel Solth, 'Dinab' (probably the Diana, Hein,
for Bremen), from NYork.
QURENSTOWN—ART March 29, Juno, Braake, NYork; 30th,
Rising Sun, Mors, Pernambuco; April 1, Georgiana, Winsland, Savannah (and sailed for Liverpool.)
SCRAISTER—Put in March 20, windbound, Madonna, Livingston, Shields (and sailed 31st for NYork, all well)
SUNDERLAND—Sid March 31, Black Prince, Moore New
Haven. SUNDERLAND—SIG MAPOR 31, Black Frince, above Four Haves.

SHIFLUS—Arr March 30, Harvey, Williams, London. Sid 31st, Sharon, Brooks, NYork.

SALCOMBE—Off Start Point, March 30, Alfred, from N Fork for Bremen; 31st, Uhland, from Norleans for do; Anna, from NYork for do. Anna, from NYork for do. Anna, From NYork for do. TRILESTE—Sid April 2, Lesmahagow, Webster, NYork, WATERFORD—Arr March 31, Boreas, M'Donald, Sa-vanuab.

York for Bremen: Sist, Uhland, from NOrleans for do;
Anna, from Nyork for do.
THALLES-AIT MARCH 20, Annie, Peling, Boston.
THALLES-SID April 21, Lesmhagow, Webster, Nyork,
WATERIORD—AIT MARCH 31, Borcas, M'Donald, Savannah.
London, March 31—The ship Pride of the Ocean, Road, of Providence (U.S.), from Nyork, arrived in the East India Docks yesterday, having on board the crow and passengers, in all 43, of the American ship Sen Nymph, Patten, of Sowahad Control on the Tist of February. She had 23 steerage passengers, which, with the crew, made the number altogether on board 43. After first work out experienced had weather, March 11th, fresh gales from S W: 3 AM, shifted to the NW, and blew tremendously: at 6, the foresail blew adrift, and a man named George Erics, who was farling it, fell was drowned. 15th, S W, a heavy gale, ship under close refed for and maintopsall; at 5 PM, mainyard carried away, and shortly afterwards the foreyard and foretopsall yard got adrift from the trust, forstopmast, maintopmast and yard, and salis attached, all went over the side together, and the jibboom was also carried away; all hands during the night were employed in pumping ship and elegating away the wreek, a heavy sea running all the time, carrying away the work, a leavy sea running all the time, carrying away the believed the complete breach over her; 14th, all this time fresh breezes from the W., and the ship quite unmanageable; at 33, elock the American ship Pride of the Ocean, at 12 she hild away on her passage for London. When the wreck was left we leak was apparently fast and open. The refer of the Ocean, at 12 she hild away on her passage for London. When the wreck was left we leak was apparently fast and open. There we of the Sea Nymph have been relieved by the American consul. The passengers still continue on board the Pride of the Ocean, which arrived off the Ras India Dock yesterday afternoon, in tow of a steam tup, did actually the passage. The break her also the back was foreing in the was a london to the week of

stove, and cabin filled with water. Barometer during the gale fell as lew as 28 deg.

Sis\*—The Sarah Sands (e), that was on shore at Woodsids, was got off this morning without sustaining any damage; one man was killed by the breaking of a however.

The Herald of the Morning from St. John, NB, dragged her anchors last evening in the river, and went on shore near the Victoria Tower. She was afterwards got off with considerable damage, and docked.

The Sarah, arrived here yesterday from Savannah, spoke the America ship Nexa, 4th March, in lat 43, lon 46, with loss of bewaprit, foretopmast, and something carried away about her steering apparatus. [The N arr in Havre Roads 1st April ]

loss of the steering apparatus. Land about her steering apparatus. Ist April |
The Grace, while shifting from the Gridiron, was driven by the tide athwart the hows of the Saranak, and carried by the tide athwart the hows of the Saranak, and carried away head of the latter's bowsprit; the Grace did not sustain the Gridians, is on shore

wrock.

Anwarn, March 30—The Fanny, Hornan, hence for New York, with emigrants, is on shore off the Pipe de Tabac, but is expected to be get of with this afternoon's tide. [She get off next day without apparent damage, and procoeded.]

PENARTH, March 29—Arr the Nancy, diving outer, from the wrock of the American ship Massachusetts, lost none

Barry, with 68 railway bare recovered on the 27th inst. and
26 on the 28th inst.

Dunmore East (Waterford), March 31—The bark Borese.

M'Donald, of New Ross, from Savannah for Liverpool, has
just gone up the harbor to get her windlaws repaired, which
was carried away.

WRENG—Was passed Feb 25, lat 35 09 N, lon 48 05 W, a vecsel waterlogged, with the two masts gone close to the deek;
no one on board, no name to be seen; she appeared to be an
American schooner, with a gilt billet head.

Home Ports.

BALTIMORE—ArraApril 14, steamer Parker Vein, Towner, N'ork; bark Creele, Coffin, Arecibo, PR; brigg Gen
Finckney, Hayes, Rie Grande; Amniet, Miller, Ponce, PR
8 days; schar Pacific, Atwell, N'ork; Susan, Loring, Boston;
Anna L. Hamblin, Portland. Cld ship Voiga, Holm, Liverpool; bark Lapwing, Kelly, Rio Janeiro; sehrs Julia Anna,
Boston; Virginia Griffith, Plummer, Windies.

BOSTON—Arr April 15, AM, schrs F C Simmons, Law,
Havana 29th ult; Warren, Grant N'York. Cld steamer City
of Boston, Baker, Philadelphia; ships Starr King (new olipper, 1170 81-95ths tons), Turner, San Francisco: Reporter,
Howe, Norleane; barks R B Walker, Burkett, Mobile; Rdmund Dwight, Hailett, Baltimore; brigs Choctaw, Denniaon, Mobile; Empire, Crowell, Philadelphia; sohrs Juliette,
Bay State, Sherwood, N'York, Perseverance, Rogers, do.

CHARLESTON—Cld April 12, ship Leodes, Read, Havana,
schrs B N Hawkins, Griffin, Nyork; Familia (Dam), Joromson, Flensburg; Kate Holbrook, Hall, Rockland, Me; Hagnolia, Davis, Norleane, Sid schrs Narraganset, and Mary
Eddy.

DAVERS—Arr April 13, schrs Jonas Warren, Kelly, N.

DAVERS—Arr April 13, schrs Jonas Warren, Kelly, N.

OBILE-Arr April 8, ship Samuel Badger, Salter, Bes-oscher Ann & Susan, Meyers, NYork; Geo Harris, Ger-i, Philadelphis, Cld ship Sameralda, McKanus, Liver-ol; barks W H Brodie, Crary, Providence; Chas Brewer, ms, Botton.

Rilms, Botton.

NEW ORLEANS—Arr April 8, ships St Charles, Bowers, NFork; Western Continent, Higgins; Parthenia, Graves, and Panther, Weeks, Boston; Rajah, Jones, Havre 60 days: barks Charlotte Harrison (Br), Douglas, Gresnodt; Kirkland, Benthall: Flying Childers (Br), ——, and Henry (Ba, Miller, Rio Janeiro; Tangier, Sweetzer, and Weshington Butcher, Collius, Philadolphia; Kiblurn, Varina, Baseng; brigs Franconis, Rio Janeiro; New World, Cairell, Cading; schr Flits & Susan, Traynor, Belite, Hon. Old ships Harvest Queen, Mansen, and Germania, Wood, Liverpool; barks Naomi (Br), Wright, and Extine (Br), Waston, do: Tanara, Baratow, Boston; Mary & Jane, Sheiman, Genoa; Sic brig Nueva Rosalis, Luize, Marseilles; schr Rhods & Beulah, Sharp, Philadelphis; Rainbow, Caivert, Richmond, Va. Towed to sea 4th, ships Goliah, Alfred; brig P R Hareltina; 5th, ship Augusta.

NORFOLK—Arr April 13, schr Lagrange, Alexandor, Rockport. In Hampton Roads, ships Storm King, and Ocean Spray, from Callao.

PORTLAND—Arr April 13, schr Cardenas, Grant, Cardenas Stat ult, via Holmes' Hole and Salem; Another, Marvel; John Adams, Harwood, and Mary Hawso, Baker, Norfolk: Herald, Evans, Baltimore, Gannett, Simonaton, Norft; 14th, brigs Elizabeth, Boardman, Matanass via Holmer Hole, Cardena, David Mickela, Swett, do; schr Juniata, Willard, Philadelphis.

PROVIDENCE—Arr April 13, schr Cardena, Bayard, Collinag, John Harris, Harmon, and Warren C Nelson, Leeds, Philadelphis; 18opes Charles, Sturges, and Harvest, Corwin, NYork. Sid barks Wm H Chandler, Bennett, Havana; schrapenters, Burrough, Smyrna, Del; Favorite, Turner, NYork, SAVANAM—Arr April 12, schr Rocket Alchorn, Haspenters, Burrough, Smyrna, Del; Favorite, Turner, NYork, SAVANAM—Arr April 12, schr Rocket Alchorn, Haspenters, Burrough, Smyrna, Del; Favorite, Turner, NYork, SAVANAM—Arr April 12, schr Rocket Alchorn, Haspenters, Burrough, Smyrna, Del; Favorite, Turner, NYork, SAVANAM—Arr April 12, schr Rocket Alchorn, Haspenter, Burrough, Smyrna, Del; Favorite, Turner, NYork, SAVANAM—Arr Apr

CORPORATION NOTICES.

CORPORATION NOTICE.—SEALED PROPOSALS will be received at the office of the Commissioner of Streets and Lamps until Monday, April I7, 1854, at 12 M. for three thousand gas lamps; said lamps to be subject to inspection of the Seperintendant of Lamps, deliverable at the place to be becauter designated by the Superintendent Blank proposals will be furnished at the office of the Commissioner. GEO. G. GLASIER, Department of Streets and Lamps. Department of Streets and Lamps, corner of Essex and Grand streets, April 8, 1854.

Grand streets, April 8, 1854.

OGPORATION NOTICE.—PUBLIC NOTICE IS
heroby givon, that petitions have been presented in the
herord of Councilmen for the construction of sewers in the
Hoard of Councilmen for the construction of sewers in the
Hoard of Councilmen for the construction of sewers in the
heavy to Rivington street; Fourth street, from the
landy to Rivington street; Fourth street, from Tonha street
to Sixth avenue; Thirty-saventh street, from Tonha street
to Hudson river; and in Division street, from Allen seme
to Chatham square, with branch in Forsyth street from Mivision street to Walker street. All persons interested in
the above, and having objections thereto, are requested to
present the same, in writing, to the Contract Clerk, at this
effice, on or before April 17th, 1854.

ELIAS L. SMITH.
THEO. R. DE FORBET,
Croton Aquedust
A. W. CRAVEN,
Croton Aquedust Dopartment, April 8, 1854.

Croton Aqueduct Department, April 3, 1854.

ORPORATION NOTICE.—PROPOSALS FOR LAMP posts.—Proposals will be received by the Commissioner of Streets and Lamps, at his office, corner of Resear and Grand streets, until 13 o'clock M., on Friday, 21st April, for turnishing the Corporation of the city of Now York with five hundred lamp posts, to be cast in three pieces, from pig or scrap iron, after a patern post which may be seen at the eithouse, 129 Mercer street. The posts to be furnished at such times and in such quantities as the Superintendent of Lamps and Gas may direct, with the right to reject any er so many as may be imperfect or unsound. Blank estimates can be procured at the office of the Commissioner, GEO. G. GLASIER, Com. Streets and Lamps.

April 11, 1854.

ORPORATION NOTICE.—PUBLIC NOTICE IS HERE by given that petitions have been presented in the Board of Councilmen for the construction of sewers in the following named streets, to wit:—In Fifty-first street, between Third and Fourth avenues; also, in the Bowery, on the west side from Drooms to Seventh street, all persons intorested in the above, and having objections thereto, are requested to present the same, in writing, to the Contract Clerk, at this office, on or before April 24, 1854.

Filed R. De FOREST, Croton Aqueduct Department, April 14, 1834.

CORPORATION NOTICE.—DEPARTMENT OF RE-

Croton Aqueduct Department, April 14, 1854.

CORPORATION NOTICE.—DEPARTMENT OF REsealed proposals will be reasilved at the office of the Commissioner of Repairs and Supplies, No. 3 City Hall, (basement, until Wednesday, April 120, at 12 0-100 km, at which
time they will be opened, in accordance with the amended
charter of 1853, for the building of a house in Sixty-eighth
street, near Brondway, for the use of Engine Company No.
35. The plans and specifications of the work required to be
doze, and all information in regard therefore and be loved to
the office of the Superintestimates can be had at either
office. N. B.—The tank ministener can be had at either
office N. B.—The tank ministener reserves the right to reject all or any of the estimates, if deemed for the interest
of the Corporation. BARTHOLOMEW B. PURDLY,
Commissioner of Repairs and Supplies.

of the Corporation. BARTHOLOMEW B. PURDY, Commissioner of Repairs and Supplies.

CORPORATION NOTICE—PUBLIC NOTICE IS hereby given to the owner or owners, occupant or occupants of all houses and iots, improved or unimproved lands affected thereby, that the following assessments have been completed by the assessors, and are lodged in the office of the Burean of Assessments for examination, by all persons interested vir.—For regulating Sixty-third street, from Eighth to Ninth avenue. The limits embraced by such assessment include all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on both sides of Sixty-third-street, from Eighth to Ninth avenue. All persons whose interests are affected by the above named assessments, and who are opposed to headed or either of them, are requested to present their objections, in writing, to the undersigned, at their office, R. Hall of Records, within the undersigned, at their office, R. Hall of Records, within the days from the date of this notice.

WILLIAM GADER. Assessors. CHARLES MONIELL.

Office, Burean of Assessments, Street Department, April 17, 1864.

17. 1804.

CTREET DEPARTMENT, NO. 4 HALL OF RECORDS.

—Public notice is hereby given that the following resolutions have been presented in the Beard of Councilment. To ret curb and gutter and flag four feet of walks of Eighty-third street, between Third aromus and avenue A; to regulate, grade, set curb and gutter, and flag four feet of walks of Eighty-third streets, to fence vacant lets north side Thirlieth streets and streets to fence vacant lets north side Thirlieth street and east side Ninth avenue, adjoining the same, to regulate pave, and set curb and gutter in Forty eighth street, between Sixth and Eighth avenues; to open Seventy flag walks of Thirty sixth street, to pave and find for Third avenue to First avenue; to open Sixth and Eighth avenues, from river to open Sixth and Seventy of the walks of Thirty sixth atreet, from street, from river to open Sixth and Seventy of the contract of the first avenue, and the street, from river to open sixth and Seventy for the street, from river to open sixth and Seventy for the street, for the street, between Sixth and Seventy for the street, for the street of pave sixth and Seventy fourth signed, at his office on or before the Zith day of April in st.

April II, 1864. JAMES FURRY, Street Commissioner.

STREET DEPARTMENT, NO. 4 HALL OF RECORDS.